



ASSOCIATION FRANÇAISE DES GESTIONNAIRES  
D'INFRASTRUCTURES FERROVIAIRES INDÉPENDANTS

## OPEN LETTER AHEAD OF THE TRANSPORT COUNCIL IN OCTOBER

### *Safeguarding future private investments in rail : the sector's future is at a crossroad*

The General Approach submitted for approval at the transport Council on October 8<sup>th</sup>, demonstrates a poor ambition for the rail sector, with a concerning move back on competition issues and no clear choice for a transparent governance. Taking into consideration the importance of the legal and economic framework to drive investments and economic development, Private Rail infrastructure Managers call Member States to make a last and decisive move to achieve a genuine European single railway area.

Some key provisions are needed in this perspective:

- Fair competition will create better services and tariffs for million of rail infrastructure users in Europe. A rational and regulated competition will enable rail to grow, as it has already done in European countries, which decided to open their market. Developing the rail sector beside road and air, also paves the way to an important reduction of our global carbon footprint. **Opening to competition for commercial services should thus not be postponed to 2020.** After decades of talks and backwards moves, 2019 should remain the final deadline.
- Independent rail infrastructure Managers also call, for **mandatory experimentations** prior to definitive opening date, in particular on high-speed line services in countries where this is appropriate. Such an experimentation period would help identify and deal with potential barriers and pitfalls which may arise on open-access services: limited access to station, limited access to maintenance areas, path allocation....
- Clear **principles of governance**, especially for vertically integrated structures hosting both roles of infrastructure manager and railways companies, should appear more clearly. There must be an **imperious obligation for the infrastructure Manager to act impartially** when potential conflicts of interests or discriminations may arise. Independence of the infrastructure manager should be more clearly guaranteed. Specific attention should be given to traffic management, especially in case of disrupted situations, to maintenance planning, and to network development decisions in particular interoperability related investments.

**The achievement of a genuine rail open market with clear, transparent and non-discriminatory rules is of critical importance for rail infrastructure managers. It will condition long-term private investors ambition and capacities to further invest in rail infrastructure in Europe where needs are tremendous. It's now time to deliver.**

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## ANNEX

**AGIFI's members are developing several sections of the French network for an amount of over 13 billion euros.**



The Bretagne-Pays de la Loire HS Line consists in an extension of the Paris - Le Mans HS Line from Le Mans to Rennes. Operation of the line will start in spring 2017. Once the line is completed, journey time between Paris and Rennes will be under 1h30. The partnership contract signed with RFF in July 2011, gives ERE the responsibility to design, finance, build, and maintain the new HSL for 25 years.



Eurotunnel, concessionaire of the cross Channel Fixed Link until 2086, is a rolling motorway used by 2.5 million cars and 1.4 million trucks every year. High-speed passenger trains and rail freight trains also run through the Channel Tunnel.



LISEA is the concession company in charge of the High Speed Line between Tours and Bordeaux (the HSL SEA) through the Concession Contract signed with SNCF Réseau (ex RFF) on June, 16th of 2011. Once the line is completed (operations will start in July 2017) journey time between Paris and Bordeaux will be 2h05. According to the concession agreement signed with SNCF Réseau in June 2011 LISEA is in charge of the conception, financing, construction, maintenance and operation of the HSL for 50 years (until 2061).



Oc'Via holds the partnership contract for the Nîmes-Montpellier bypass, which will be completed end of the year 2017 and which will link Paris and Montpellier in less than 3 hours. According to the partnership contract signed with SNCF Réseau in June 2012, Oc'via is in charge of the conception, financing, construction and maintenance of this link for 25 years (until 2037).



Synérail is in charge of the GSM-Rail project. According to the partnership contract, signed with SNCF Réseau in 2010, Synérail is in charge for 15 years of the financing, conception, construction, maintenance, and operation of the deployment of the GSM-Rail on 14 000 km of the French Rail Network.